ADDENDUM NO. 2

CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES

PROJECT NAME: **Salado Creek Bridge**

DATE: 2/29/12

This addendum should be included in and be considered part of the plans and specifications for the name of the project. The contractor shall be required to sign an acknowledgement of the receipt of this addendum and submit with their bid.

CIMS PROJECT NO.: **23-00904**

QUESTIONS & ANSWERS

Question: There is going to be a lot of tree trimming on this project, will we need to get permit or get approval from a City Arborist?
Answer: The City Arborist office has been coordinating with CIMS on this project and understands that additional tree clearing and trimming will be needed. Once the project is underway, the City Arborist office will be contacted to coordinate the best practices regarding the tree clearing. This process will be set in motion by the project management team once the project is under way. No tree permits are anticipated at this time.

Question: From the plan cross section, what is the grade going to be?
Answer: Sheet 13 of the plans provides the profile of the land and crossing in the area where the bridge is to be located. A typical section is shown on sheet 5 for the trail, indicating the plans for the shoulder and adjacent slope to existing grades that will be required.

Question: There will be a lot of heavy truck traffic along the trail in order to get to the bridge site; are we going to be held responsible for the repairs needed on the trail?
Answer: It is the responsibility of the contractor to protect any sections of trail used for access during construction. Any damage sustained as a result of the construction traffic must be repaired by the contractor.

Question: What are the barricade requirements for this project?
Answer: Sufficient barricading is needed to warn pedestrians and bicyclists of the construction, as well as, keep them out of the work zone. All barricades should meet the TMUTCD standards.

Question: Is there going to be any contingency for this project?
Answer: No contingency is available for this project.

Question: How do we get listed as a bidder for this project?
Answer: Since the plans and specifications are available online, there is no official bidders list.

Question: Will we be notified when addendums are posted?
Answer: All addenda will be posted on the COSA bid proposal website.

Question: Will you be able to give the contractor M.O.H. for the shop drawings and fabrication for the bridge structure? All the bridge suppliers want a certain percentage down payment for the production of the structure.
Answer: Yes, provisions will be allowed for a percentage of payment at the following stages for the bridge structure: (1) 10% upon shop drawing approval (2) up to 30% during fabrication (3) up to 75% at delivery (4) up to 100% upon placement and acceptance.

Question: Will the "J" street park drainage structure be able to handle the drill rig and concrete trucks to allow access to the west side of the bridge?
Answer: The crossing should be able to handle the concrete trucks, and a drill rig of moderate size. A large drill rig or crane will need to be reviewed prior to initiating access at the drainage structure.

Question: Can the time start after low bidder has a confirmed date of delivery of the bridge?
Answer: No, the abutments can be installed allowing for work time to begin. If the bridge delivery date has not yet been determined, we will stop time on the project. Time may also be suspended if the abutment construction is complete, but the bridge has not been delivered.

Question: Will the location of the abutment be provided? Is there Project Control be provided to help determine the abutment location?
Answer: Yes, the abutment locations are approximately located at station 508+15 and 509+35. It is the responsibility of the contractor to use the project control shown on sheet 4 to locate the exact location.

Question: Have the abutment locations been staked yet?
Answer: The contractor will be responsible for staking the abutments once the earthwork has been completed.

Question: Can you clarify the environmental issues?
Answer: Work performed under this contract is under a Nationwide Permit 14. The contractor will be required to install erosion control BMP's as needed at each end of the abutment and trail work at the crossing, and will need to maintain those BMP's until completion of the project.

Question: Can you please let me know if we should get this job do we have to have a rep present during construction of the bridge to answer questions?

Answer: The contractor will need to have qualified personnel present during the assembly, lifting and placement of the bridge structure as they will be the responsible party for the proper installation per the manufacturers' recommendations.

Question: I was looking through the specifications for San Antonio, TX and ran into a few items of concern or needs clarification. In the specification it states that the bridge supplier must have a technical representative present at prebid and during erection of the bridge (Jodi thought there was an addendum dismissing this). Also, there is a stream flow of 5 fps but I need to know how much of the bridge will be inundated during a 100 year event. Could you also verify the type of truss configuration they want. The specification says Connector which can be either an H-section or Underhung, the generic Contech drawings show an underhung and the counties drawings show a 2'-10" step dimension at the abutment which indicates an H-section to me. And for some reason I am doubting that they truly want the bridge designed with AISC allowable stresses, would you confirm that also.

Answer: The following clarifications are made to the Special Specification 8000-COSA Pedestrian Bridge and a revised version is attached:

1. Although a technical representative from the bridge supplier is not required for the Pre-Bid, one will be required during the bridge installation.
2. Information regarding stream flow conditions anticipated was provided in Addendum No. 1.
3. The truss configuration will be designed utilizing an H-Section configuration where the floor beams are placed up inside the trusses and attached to the truss verticals.
4. Design requirements specified in this Special Specification shall be adhered to by the bridge vendor/fabricator.

END OF ADDENDUM No. 2